Planet of Romance," gives an account of an astronomical controversy of the middle of the last century, now known to few, but in which no less a person than Leverrier took some part. This concerned the assumption of the existence of an inter-Mercurial planet; an assumption not in its nature improbable, but which was announced as a certainty by an amateur French astronomer, one Lescarbault, who declared that he had seen the planet with his own telescope, in transit across the sun's disc. Leverrier took the sceptical side, but seems to have found Lescarbault's observations and calculations much more connected and logical than might have been expected from the imperfect instruments at his disposal. However, the supposed discovery was finally discredited, and the subject is now only of interest as a nearly forgotten chapter in astronomical annals.

Among the variety of subjects treated of in *The World's Work* we may mention an article on "The National Physical Laboratory" by Dr. Carpenter. The article on "Russia in Manchuria," by Mr. Alfred Stead, includes some information in regard to the Chinese-Eastern Railway, together with illustrations of some of the bridges and other works on the line—of a popular, not of a technical kind.

The *Revue Générale* contains an article on "Les Phases de l'Assyriologie" by M. Delattre, a clear and well-written summary of the history of modern archæological research in Assyria, down to the latest work of the University of Pennsylvania at Nippur.

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COMPETITIONS.

University College, Cardiff.—A special meeting of the council of the University College of South Wales and Monmouthshire, was convened on Monday, to receive the report of the assessor on the four sets of plans submitted for competition for the new college buildings to be erected in Cathays Park. It was resolved that the plans and designs marked A be accepted and forwarded to the Cardiff Corporation in accordance with the terms of the draft grant of the site. The successful architect proves to be Mr. W. D. Caröe, London, The buildings, says the *Western Mail,* to be erected on Cathays Park, according to his plans, are symmetrically grouped round a great court, but this is not entirely surrounded. On either side of the great hall are openings merely screened off in order to give architectural unity, but admitting at once of better airing and some view of the interior of the great court from Park-place. The great hall is thus an isolated block. Provision has been made for the preservation of the trees in the park. From the park the main entrance is on the central axis, and is emphasised by a loggia in the architectural treatment. From Park-place there are three entrances, one central under the great hall, and two gates in open screens between the blocks of buildings. The staff entrance from the great court is under the library, and axial with the great hall entrance from Park-place, the library and great hall being symmetrically placed, the first along and the second across the main axis. The men's and women's cloak and common rooms are symmetrically placed on either side of the entrance hall, from which they are separated by small courts screened off from the great court by a colonnade surmounted by bridges. A dominating feature of the plan is the formation of the interior courts architecturally screened off from the great court. These convex angle screens provide the entrances from the great court for men and women students respectively in corresponding angles of the building, adjoining the cloak-rooms of each. The ground level of the brick courts is conveniently lowered to allowed for the adequate lighting of the metallurgy department, research cellars, store cellars (if erected), and the shops under the sanitary blocks. A small inner court is also formed to serve as entrance to the engineering school and for the mortuary department attached to the medical school, whereby all mortuary operations can be carried on in entire privacy, and convenient access is supplied to the lift which connects with the anatomy school. The arrangement indicated does not unduly reduce the area of the great court. Three suitable and well-lighted positions for memorial statuary in the entrance-hall are indicated. The women's department is on the ground floor, and the rest of the teaching department on the first floor. Provision has been made for a library, and the council chamber has been designed to seat 82 persons. What are described as the future buildings include a physics wing, with rooms for the study of electricity, zoology, botany, geology, and mining, departments of chemistry, metallurgy, physiology, materia medica, anatomy, and engineering. The grand staircase leads up to the great hall, the landing being arranged to avoid a crush. At the platform end is a second staircase, which also serves the debating-room gallery, and for entertainments there is green-room accommodation for both sexes, also with its own staircase access. A gallery with organ space, if desired, and balustrade specially devised to aid acoustics, completes the scheme. The seating accommodation is, without crowding, for—on the floor, 1,000; in the gallery, 190; making a total of 1,190. In consideration of the indifferent head of water, a large tank will be paced in the theatre tower of the chemistry block. This will be filled by a pump in the engineering laboratory, or, failing the erection of that department, by a pump in the shop under the men's lavatories. This tank will be of large size to meet the exigencies of fire hydrant supply. The whole building will be lighted with electricity.

Pierhead Baths, Liverpool.—The Baths Committee of the Liverpool Corporation submitted the following recommendation on Wednesday:—"That the design for the erection of baths on the St. George's Dock site marked No. 6 be approved, subject to the elevations and treatment of open space being amended to the satisfaction of the Baths Committee, and that the author of the design, Mr. Alfred Saxon Snell, F.R.I.B.A., 22, Southampton-buildings, Chancery-lane, London, be engaged to carry out the scheme, and that he be paid a commission of 5*l.* per centum upon the original contract price of the building, in accordance with the terms of the conditions of the competition, and that an application be made to the Local Government Board for sanction to borrow the sum of 75,000*l.* to carry out the work."

Railway Station, Johannesburg.—Eight designs for the new railway station and offices in Johannesburg were submitted. The successful competitor is Mr. T. A. Moodie, A.R.I.B.A., architectural assistant to the Chief Engineer of the Central South African Railways. The work is estimated to cost 400,000*l.*

Board School, Fraserburgh, N.B.—In the competition for a new higher grade school for Fraserburgh, the plans under the motto "Scholastic," by Messrs. D. and J. R. McMillan, of Aberdeen, have been selected.

Subways for Gas and Water Pipes, etc.—A meeting of the Court of the Company of Paviors was held on the 30th ult. at the Great Eastern Hotel, when the Master, Major Lewis Henry Isaacs (Mayor of Kensington), declared the awards in connexion with the recent competition by essays, drawings, and models on the subject of "Subways, or other means of placing and maintaining without interference with the surface the main pipes and services of gas, water, and other undertakings below the carriage ways or footways of cities, boroughs, and towns," as made by the judges, viz., The Master; Mr. D. J. Ross, Engineer of the City of London; Mr. J. W. Bradley, Engineer of the City of Westminster; and Mr. William Weaver, Engineer of the Borough of Kensington. Twenty-six competitors submitted essays, drawings, and models, and ultimately the awards were made as follows:—First premium, 105*l*, to Mr. R. M. Parkinson; 93, Lincoln-road, Peterborough; second premium, 31*l.* 10*s.* (competitor's name at present unascertained); third premium, 21*l.*, Mr. F. M. Royle, A.M.Inst., C.E., Third Avenue, Sherwood Rise, Nottingham. The premiums will now be remitted to the first and third prize-winners at once, and to the second competitor as soon as his name can be ascertained. It is hoped that the drawings will shortly be on exhibition at the Guildhall, London, and that Mr. Parkinson's essay will be published in due course.

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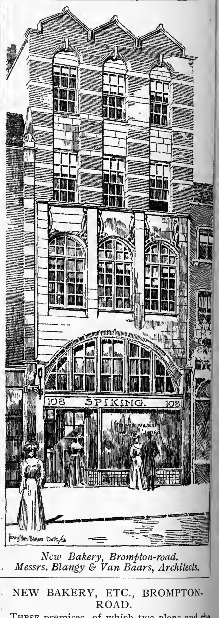
Workhouse, New Cross, near Wolverhampton.—A new workhouse, which has been erected for the Wolverhampton Board of Guardians at New Cross, near Wolverhampton, was recently opened. The new buildings have been built on a site 50 acres in extent, and will provide accommodation for 1,246 poor people, 20 nurses, and 60 other officials. The total cost of the scheme will amount to nearly 200,000*l.* Mr. Marchall is the architect.



New Bakery, Brompton-road.
Messrs. Blangy & Van Baars, Architects.

NEW BAKERY, ETC., BROMPTON-ROAD.

These premises, of which two plans and the elevation facing Brompton-road are shown, will be finished and occupied during the course of this year.

The ground floor consists of a large bakehouse 11 ft. 6 in. high, containing 10 English ovens of the latest and most approved pattern, built on the double dècker principle, the lower ovens being worked from pits sunk in floor, and having iron sliding covers to same. A drying-room also is provided in the centre. The breadroom adjoining has accommodation for over 4,000 loaves.

In the basement, the men's lavatories, water-closets, and lockers have been placed, with a cellar for 10 tons of coal, which will be hoisted into bakery as required, with a special hoisting appliance. A large store room has also been provided.

The Vienna bakery, with two ovens, is situated on first floor, with a confectionery-room adjacent and a flour-room, capable of storing 70 tons of flour, in which the blender and elevator is situated.

In the mixing-room two electric-driven dough mixers are placed with sifters over. A dough trough washing space adjoins this room. The proving-room has a capacity for 12 troughs and a shoot delivering into bakery.

The whole of bakery interior is being built with white glazed bricks, and will have a dado of salt glaze, with a skirting of blue Staffordshire bricks, all angles being bull-nosed. The floors are all fireproof, and are finished in terrazzo mosaic, executed by Messrs. Diespeker, of Holborn-viaduct.

Special construction has been adopted to reduce vibration to a minimum and to prevent heat penetrating into adjoining owner's premises, the ventilation also has had careful consideration and can be easily regulated as necessary.

The front part of building will be occupied by shop and gallery (for refreshments), which is panelled in walnut. The panels in gallery have